



INTRODUCTION

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The Colorado City Municipal Airport Master Plan is a cooperative effort between the Town of Colorado City and Arizona Department of Transportation, Aeronautics Division (ADOT). This Airport Master Plan Update is a comprehensive analysis of airport needs and alternatives with the purpose of providing direction for the future development of this facility.

This Master Plan is evidence that the Town of Colorado City recognizes the importance of Colorado City Municipal Airport to the community and the region, as well as the associated challenges inherent in accommodating future aviation needs. The cost of maintaining an airport is an investment which yields impressive benefits to a community. By maintaining a sound and flexible Master Plan, Colorado City Municipal Airport will continue to be a major economic asset and a source of pride to the residents of the Town of Colorado City.

MASTER PLAN OBJECTIVES

The primary objective of the Airport Master Plan is to develop and maintain a long-term development program which will yield a safe, efficient, economical, and environmentally acceptable air transportation facility. The accomplishment of this objective requires the evaluation of the existing airport and a determination of what actions should be taken to maintain an adequate, safe, and reliable airport facility to meet the needs of the area. The completed Master Plan will provide an outline of the necessary development and give responsible officials advance notice of future needs to aid in planning, scheduling, and budgeting.



Specific objectives of this Master Plan are:

- Determine projected needs of airport users through the year 2020.
- Examine commercial air service potential.
- To analyze runway length requirements.
- To examine compatible land use.
- To identify infrastructure needs.
- To evaluate development which will enhance the airport's capacity to the maximum extent possible.
- To ensure that future development is environmentally compatible.
- To coordinate this Master Plan with local, regional, state, and federal agencies.
- To develop active and productive public involvement through the planning process.

To accomplish the objectives of this study, the Master Plan:

- Inventories and analyzes data pertinent to the airport, its environs, and the area it serves.
- Collects and analyzes general economic factors and evaluates the area's aviation activity.

- Forecasts aviation activity through the year 2020.
- Determines facility requirements for the airport.
- Examines alternative ways the required facilities can be provided.
- Proposes an airport layout plan which is compatible with both aviation demands and the local environment.
- Schedules priorities, phases proposed development, and estimates development costs.
- Identifies and evaluates capital improvement funding sources.

The Airport Master Plan for Colorado City Municipal Airport has been jointly funded by the Arizona Department of Transportation, Aeronautics Division and the Town of Colorado City. Technical work is being conducted by Coffman Associates, Inc.

In addition to the consultants, Town of Colorado City staff, and Airport Advisory Board, a Planning Advisory Committee has been established to review draft materials on the project and provide comment and input throughout the study to help ensure that a realistic, viable plan was developed. A Public Information Meeting has been scheduled to allow the public to provide input and learn about the study.

MASTER PLAN RECOMMENDATIONS

Colorado City Municipal Airport, as an integral part of the local, regional, and national air transportation system, must provide essential aviation services to the community but can also play an important role in the overall economic development of the local community. This Master Plan provides recommendations as to the future orderly development of essential airport facilities as well as guidance in increasing the economic benefit of the airport to the community.

The major recommendations of the Master Plan are as follows:

Airside:

- Extend Runway 11-29 600 feet to the west to accommodate business jet departure requirements.
- Construct parallel taxiways for each runway. This improves airfield safety and capacity by eliminating the current practice of aircraft "back-taxing" along each runway to reach the desired departure point.
- Construct additional runway exit taxiways. Runway exit taxiways improve airfield capacity and safety by reducing the amount of time aircraft are using the runway.
- Construct holding aprons at each runway end. Holding aprons provide an area off the taxiway for aircraft to prepare for departure.
- Establish Global Positioning System (GPS) approaches to each end of Runway 11-29. GPS approaches assist pilots in locating and landing at the airport when visibility and cloud ceilings are reduced. This increases the reliability and convenience of the airport by reducing the amount of time the airport is inaccessible due to inclement weather.
- Install precision approach path indicators (PAPIs) at each end of Runway 2-20 to assist pilots in determining the correct descent path to each runway end.
- Install pavement edge lighting along all future taxiways and apron areas to assist pilots in the ground movement of aircraft at night and during poor weather conditions.
- Update existing City of Colorado City Height and Hazard zoning to incorporate the recommendations of this Master Plan which are depicted on the Airport Airspace Drawing (Sheet 3 of 8) located at the end of Chapter Five.
- Establish and Airport Influence Area in accordance with State of Arizona laws. The Airport Influence Area aids in notifying land owners that they are in an area subject to aircraft noise and overflight. The Airport Influence

Area is recommended to comprise the horizontal surface depicted on the Airport Airspace Drawing (Sheet 3 of 8) located at the end of Chapter Five.

- Update existing land use zoning to change the boundaries of the airport development multi-use category to comprise the entire horizontal surface depicted on the Airport Airspace Drawing (Sheet 3 of 8) located at the end of Chapter Five.

Landside:

- Acquire approximately 386 acres of both publicly-owned and privately-owned property to protect airfield safety areas and provide area for aviation-related facility development and industrial/commercial development to support local economic development.
- Reserve property along the north and south sides of Airport Road for aviation-related and non-aviation related industrial/commercial development.
- Expand the existing apron to the south to provide additional aircraft tiedown and movement areas.
- Construct a new aircraft parking apron, public terminal building, and hangar facilities east of the existing apron area and parallel with Runway 11-29 to accommodate future growth.
- Construct a helipad west of the east apron area for helicopter arrivals and departures.
- Reserve an area east of the existing airport entrance road for individual hangar development.
- Construct an aircraft wash/maintenance facility along the taxiway south of the existing aircraft storage/maintenance hangar to provide a single area for the proper disposal of aircraft cleaning fluids and water.
- Reserve an area along Airport Road for the future development of a firefighting station serving both the airport and local area.
- Install chain link fencing around the ultimate airport boundary to reduce the chances of local wildlife inadvertently crossing aircraft operational areas.
- Upgrade the existing single-phase electrical service to three-phase electrical service.